

FOURTH DAY—3rd June 1928.

The House re-assembled at 8 A.M.

QUESTIONS AND ANSWERS.

BY MESSRS. P. AVALAKONDA REDDI (Chikballapur Rural),
B. SRINIVASA RAO, (Bowringpet Rural).—

Q.—12. Will the Government be pleased to state :—

(1) the year from which the Kolar District Board Railway was opened and the year from which the levy of Railway Cess commenced in Kolar District ;

(2) the amount of cess realised so far ;

(3) the manner in which the cess is being appropriated ; if deposited, in what manner and at what rate of interest ;

(4) whether any new railway line has been decided to be opened in this district ; if so, which line and when and at what estimated cost ;

(5) how long will the levy of cess continue and on what conditions ;

(6) whether it is possible to abolish the levy of this cess if there is no prospect of new lines being taken up ;

(7) (a) whether any Railway Company has applied for permission to open a railway line from Chikballapur to Chakralapalli *via* Bagepalli ; (b) if so, the opinion of the Government in the matter ; (c) if not, whether they intend to take the initiative in the matter ;

(8) whether it is possible to open the line to create facilities to those subjected to this levy in those taluks without corresponding advantages ;

(9) the amount of loan taken by the Kolar District Board for the construction of railway and rate of interest ;

(10) the amount of income derived from the Railway so far ;

(11) the arrangements made for the liquidation of the loan and the amount so far repaid by the Board towards the principal and interest ;

(12) whether any loss was sustained by the Board ; if so, how much (to be kindly furnished yearwar) ;

(13) whether it is a fact that the Board have offered to sell the Railway Debenture Bonds at a discount of 15 or 20 per cent ; if so, the reason for the fall in the market value ;

(14) the year in which the management of the District Board Railway was made over to the Mysore State Railways ;

(15) whether the Board received any consideration therefor or whether any promise of consideration was held out ;

(16) whether there is any agreement in this behalf between the District Board and the State Railways.

GENERAL SECRETARY TO GOVERNMENT.—

A.—12. (1)(i) Bowringpet to Kolar 15th December 1913

(ii) Kolar to Chintamani :. 6th March 1916

Chintamani to Chikballapur. . 8th November 1916

The Railway Cess is being levied from 1st July 1914.

(2) Rs. 9,82,069-9-8 to end of June 1927.

(3) The amount is being appropriated towards the District Board's capital share of outlay.

(4) None at present.

(5) From 1st July 1927, the Railway Cess is reduced to 3 pies in the rupee and the Board hope to have it abolished as early as practicable.

(6) Yes, the Board are trying to provide for the redemption of the loan taken by them and then abolish the cess at an early date.

(7) (a) The reply is in the negative.

(b) Does not arise.

(c) The traffic prospects of this line will be investigated.

(8) *Vide* 7 (c) above.

(9) Rs. 4,48,800 at 4 per cent.

(10) The amount realised from Railways to the end of April 1928 is Rs. 2,36,331-12-1. (Rs. 1,99,798 guaranteed interest and Rs. 36,533-12-1 net earnings.)

(11) The Board have purchased Government of India securities to the value of Rs. 3,00,000 and have Rs. 75,000 in Government Savings Bank (50,000 fixed deposits and 25,000 current deposit). A sum of Rs. 2,54,644-3-0 has been paid as interest to debenture holders to end of

June 1917. Bonds to the value of Rs. 5,300 have been redeemed so far. The District Board has been requested to consider the question of forming a Sinking Fund and submit proposals for the discharge of the loan.

(12) There were losses in the year 1913-14 of Rs. 127 and in 1918-19 of Rs. 2,722 to the Board.

(13) As the Kolar District Board Railway Debenture Bonds were selling at about 65, the Board offered to redeem them at 80 per cent. The fall in the value of the bonds is due to fresh Government loans raised at $6\frac{1}{2}$ per cent and $7\frac{1}{2}$ per cent.

(14) From the commencement, the Government has been working the Railway as partners of the Board.

(15) The Government and the Board jointly run the concern and Government have guaranteed 4 per cent on the loan raised by the Board. Besides, Government gave the lands for the line paying the entire compensation wherever necessary themselves.

(16) Yes.

Supplementary Questions and Answers.

Mr. P. Avalakonda Reddy.—

With reference to answer to Question 12 (4), furnishing the figures up to 1917, may I know what amount was realised up-to-date?

General Secretary to Government.—

June 1917 printed in the answer is a printer's mistake for June 1927.

Mr. B. Srinivasa Rao.—

Does the Kolar District Board pay the interest on the Debenture loan every year?

Financial Secretary to Government.—

Interest is payable, once in six months, I believe.

Mr. B. Srinivasa Rao.—

When a railway cess at the rate of six pies in the rupee was imposed in 1914, was not the period of levy fixed?

First Member of Council.—

No.

Mr. B. Srinivasa Rao.—

Why was not the resolution of the District Board to abolish the railway cess given effect to ?

First Member of Council.—

But there is the responsibility for repayment and until that is discharged, how can it be removed ?

Mr. B. Srinivasa Rao.—

With reference to answer (13), is it right for the Board to redeem their own bonds at 20 per cent discount ?

First Member of Council.—

They are not responsible for the fluctuations in the market rate.

By Mr. B. Srinivasa Rao (Bowringpet Rural).—

Q.—13. Will the Government be pleased to state :—

(1) the capacity of the Ramasagara tank in the Bowringpet Taluk ;

(2) the extent of wet lands which were expected to be irrigated at the time of restoration of the tank ;

(3) the number of representations received during the last ten years to the effect that the supply of water in the tank was inadequate for the entire atchkat under it, that No. II (old) channel should be got repaired and that water from channel No. III should be let into channel No. II, and the action taken thereon ;

(4) whether any officers have inspected the spot and if so, the times of inspection and opinions formed by them ;

(5) the extent of lands below the tank relinquished for want of adequate supply of water ;

(6) whether it is a fact that water was refused to the lands of Thatapalli village included in the atchkat of the tank in question by the Public Works Department ; if so, the reasons therefor ;

(7) whether any remission of wet assessment has been granted in respect of the above lands ;

(8) whether any remission of wet assessment has